

OUR NEWS-ROOMS
AND
REFERENCE & LENDING
LIBRARY
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"HONGKONG TELEGRAPH"
FREE.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 169

日四初月九年一十二緒光

MONDAY, OCTOBER 21, 1895.

一拜禮

號一廿月十英港香

THIRTY DOLLARS
PER ANNUM.

ONE
THOUSAND
DOLLARS.
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.
SEE BELOW.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$10,000,000
RESERVE FUND\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
A. McCORMICK, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.
G. B. Dodwell, Esq.
M. D. Erekoff, Esq.
R. M. Gray, Esq.
S. C. Michaelson, Esq.
D. R. Sassoon, Esq.
N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong, T. JACKSON, Esq.
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 24th September, 1895. [483]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [484]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital\$1,000,000
Subscribed Capital\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq.
H. Stollert, Esq.
Chan Kit Shan, Esq.
Chow Tung Shing, Esq.
Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL\$1,500,000
SUBSCRIBED\$1,285,000
PAID-UP\$669,500

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:
For 12 Months4 per cent.
" 6 "3½ " " " "
" 3 "3 " " " "
DEPOSITS RENEWED ON OLD TERMS.
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 2nd August, 1895. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP\$500,000
RESERVE LIABILITY OF SHARE-
HOLDERS\$300,000
RESERVE FUND\$335,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 "3½ " " " "
" 3 "3 " " " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [95]

Masonic.

VICTORIA LODGE

OF HONGKONG, No. 1026.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zealand Street, TO-MORROW, the 22nd
Instant, at 5.30 for 6 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 15th October, 1895. [1415]



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA
PRECEPTORY will be held in the
FREEMASONS' HALL, Zealand Street, on
THURSDAY, the 24th Instant, at 8.30 for 9
p.m. precisely. Visiting Brethren are cordially
invited to attend.
Hongkong, 18th October, 1895. [1435]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September, 1895. [1527]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

Sole Eastern Agents for
SPRINGFIELD GRIP ARMOURD HOSE.
"SNOWDRIFT," SNOWDON, SONS & CO.
Sole Eastern Agents for
THE NEW WIRE WOVEN ROOFING CO.
THE ALUMINIUM & GENERAL FOUNDRY CO.



ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.
Hongkong, 26th September, 1895. [189]

KELLY & WALSH, LD.

INDIAN CLUBS of Various Weights.

DUMB-BELLS.
POKER CHIPS. CARD COUNTERS.
DRAUGHTS. CHESS. DOMINOS.
PLAYING CARDS. FOSTER'S WHIST CARDS.
BEZIQUE. KHANKOO. REVERSI.
HALMA. BUMBLEPUFFY. FLITTERKINS.
CRIBBAGE BOARDS. DICE BOXES. DICE.
WHIST MARKERS. POCKET CHESS.
COMPENDIUM OF GAMES, CROQUET.
THE NEW RACING GAME "ASCOT."
THE WHITELY EXERCISER.
DOG CHAINS. LEATHER LEADERS for DOGS.
FOOTBALLS. TENNIS RACKETS, TENNIS BALLS.
TENNIS NETS and POLES. RACKET PRESSES.

KELLY & WALSH, LIMITED.
Hongkong, 13th September, 1895. [6]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of a doz. plants\$35 per case.
do " " quarts\$33 " " "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [624]

SCOTCH WHISKIES.

GLENLIVAT.
VERY OLD HIGHLAND BLEND.
RAKE OLD BLEND.
"WAY FOONG" BLEND.
EXTRA SPECIAL LIQUEUR.
V.O.S. OLD-MATURED.
FERRINTOSH.

CALDBECK, MACGREGOR & Co.
WINE and SPIRIT MERCHANTS.
15, QUEEN'S ROAD.
Hongkong, 18th October, 1895. [939]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. No. 35. TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [845]

PATRONS

OF THE H.K. HOTEL ARE RESPECTFULLY INFORMED THAT A
BROADEN HALLWAY WILL SHORTLY COMMENCE HERE.
FIRST FLOOR—A GOLD WATER.

Intimations.

ONE THOUSAND DOLLARS.

\$1,000

\$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF \$1,000 MEXICAN,

to the legal representatives of the European holder of this COUPON in the event of his death by
Accident while on land within the confines of HONGKONG or any Treaty Ports of CHINA or
JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said
holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st December, 1895; that the
premium* thereon have been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.
* This premium is paid quarterly in advance by
the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,
AGENT.

Hongkong, 1st October, 1895. [1350]

T I T B I T S!!

THE HONGKONG BUTCHERY.

JUST RECEIVED,
EX S.S. "LYEEMOON."

PHEASANTS\$1.20 per brace.
SHANGHAI CORNED BEEF0.15 per pound.
EX S.S. "CITY OF RIO DE JANEIRO."
AMERICAN ROLL BUTTER\$1.20 per roll.

J. TATAM,
PROPRIETOR.

Hongkong, 21st October, 1895. [1349]

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHUELE & CO., HONGKONG.
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL.

5, BUND, YOKOHAMA.

HOTEL METROPOLE.

1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

H. G. BROWN AND COMPANY, LIMITED.

THE SIXTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS will be
held at the OFFICE of the GENERAL MANAGERS,
No. 27, Queen's Road, on THURSDAY, the
24th October, 1895, at NOON, for the purpose
of presenting the Report of the Consulting
Committee and General Manager, together
with a Statement of Accounts to the 31st
December, 1894, and electing Consulting Com-
mittee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th inst.,
both days inclusive.

GIBB, LIVINGSTON & Co.,
General Managers.
Hongkong, 7th October, 1895. [1980]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the
TWENTY-SECOND ORDINARY
YEARLY MEETING of the SOCIETY will be
held at its HEAD OFFICE, No. 4, The Pines,
Hongkong, on WEDNESDAY, the 30th October,
1895, at NOON, for the purpose of receiving the
Report of the Directors, together with Statements
of Accounts for the year 1894, and for the half-
year ending the 30th June, 1895, and of declaring
a Dividend and Bonus, and electing Officers.
A Resolution will also be submitted to the
Meeting to adopt the proposal of the Board, as
per Circular to the Shareholders of the 31st
July, 1895, regarding the increase of Paid-up
Capital.
The TRANSFER BOOKS of the Society will
be CLOSED from the 19th to the 30th October,
both days inclusive.
By Order of the Board, W. J. EDE,
Secretary.
Hongkong, 15th October, 1895. [1419]

CANTON INSURANCE OFFICE, LIMITED.

1894 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of \$6 per SHARE has
this day been DECLARED. WARRANTS
will be issued on MONDAY, the 21st instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
Hongkong, 19th October, 1895. [1441]

JUST LANDED FRENCH CONFECTIONERY.

Crystallized Fruits, Baked Almonds,
Cocoettes, Cocolines, Almonds Flots,
Apricotines, &c., &c.,
Marsipar Almonds, &c.,
CADBURY'S CHOCOLATE CREMES—
Vanilla Creams, Honey Creams, Caramels,
Nougat Bonbons, Pineapple Chocolate,
Chocolate Walnut,
Plush Bags, Plush Boxes and Fancy Boxes,
&c., &c.,
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more iron carbonate
than that from any other Chalybeate Spring.

PLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central.
Hongkong, 10th October, 1895. [1343]

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL.
Opposite the Telegraph Office.

Intimations.

BONUS YEAR.

STANDARD LIFE ASSURANCE COMPANY.

ESTABLISHED 1825.

POLICIES ISSUED 17 1894 FOR £1,701,569.

FUNDS.....£8,000,000.

The next DIVISION OF PROFITS will be

as at 15th November next.

BONUSES Declared at 15th November, 1894

£1,000,000

SPECIAL NOTICE.

"With Profits" Policies taken out before 15th

November, 1895, will rank for one year's Bonus.

DODWELL, CARILL & Co.,
Agents.
Hongkong, 15th August, 1895. [1100]

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-
GAGEES and Others interested in
HOUSE PROPERTY are informed that
THE COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED

are prepared to accept Risks against LOSS or
DAMAGE by TYPHOONS at Moderate Rates.
For Particulars, apply to

WM. MACLEAN,
LOCAL MANAGER, Hongkong Branch,
Cousaught House,
Queen's Road Central.
Hongkong, 1st July, 1895. [860]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [701]

GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the World
payable at any of its Agencies.

CHAN HEWAN,
Secretary.

HEAD OFFICE,
No. 42, BROMFORD STREET WEST,
Hongkong, 22nd August, 1895. [1114]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 } \$823,333.33
EQUAL TO }
RESERVE FUND\$318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hankow, 14th December, 1894. [1177]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 14th May, 1895. [1184]

Intimations.

MR. CHADWICK KEW.

(LATE OF FOOTE & NOBLE.)

HAS OPENED his Dental Rooms at No.

62, QUEEN'S ROAD CENTRAL, a few

doors from Messrs. GAUPE & Co.

Teeth filled permanently, from \$1.00 upwards.

CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [714]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is

obtained by the Water Boats, as FOUL

WATER is the cause of much sickness on

board ship.

We are the only Water-Boat Company in

Hongkong exclusively Supplying FILTERED

WATER.

Call Flag "W."

J. W. KEW & Co.,
STEAM WATER-BEAT CO.,
18, PRAYA CENTRAL.
Hongkong, 7th October, 1895. [787]

BUSINESS NOTICE.

COAL MERCHANTS and CHARTERS,

NO. 44, PRAYA CENTRAL.

THE Undersigned having started in

Business as

COAL and TEA MERCHANTS,

STEVEDORES and

STOREKEEPERS,

are prepared to Supply Steamers with

COAL STORES, &c., &c.,

at moderate prices and respectfully solicit the

Patronage of the Shipping Community.

WING CHEUNG & Co.,
No. 44, PRAYA CENTRAL.
CHUM WING TONG,
Managing Partner.
A YON, Business Manager.
Hongkong, 1st August, 1895. [1008]

Today's

Advertisements.

GRAND PIANO RECITAL
AT THE
MOUNT AUSTIN HOTEL.By Special request of His Excellency
the Governor,
Sir WILLIAM ROBINSON, K.C.M.G.CHEVALIER DE KONTSKI
(COURT PIANIST TO THE EMPEROR OF
GERMANY),
WILL GIVE A
RECITAL
AT THE
MOUNT AUSTIN HOTEL
TODAY,
(MONDAY), October 21st.Assisted by the principal Amateurs of
Hongkong.
Recital commences at 9 P.M. A late trans-
car will leave after the Recital.TICKETS may be obtained at Messrs. W.
ROBINSON & Co.'s Music Warehouse,
Hongkong, 21st October, 1895. [1433]

TO LET.

WITH IMMEDIATE ENTRY.

HOUSE on BONHAM ROAD, with Seven
Rooms and all conveniences.
Apply to
J. C. THOMSON,
Barrister-at-Law,
Bonham Road,
Hongkong, 21st October, 1895. [1449]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"CITY OF RIO DE JANEIRO."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for consignment, and to take
immediate delivery of their Goods from along-
side.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.
J. S. VAN BUREN,
Agent,
Hongkong, 21st October, 1895. [1450]FOR SHANGHAI AND TIENTSIN.
THE SteamshipCaptain W. W. W. will be despatched as above
on WEDNESDAY, the 23rd instant, at 4 P.M.,
instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 21st October, 1895. [1430]OCEAN STEAMSHIP COMPANY.
FOR SAIGON.THE Steamship
"DEVONHURST,"
Captain W. W. W. will be despatched on
WEDNESDAY, the 23rd instant, at 4 P.M.,
instead of as previously notified.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 21st October, 1895. [1427]FOR JAVA, SOERABAYA, SAMARANG, VIA
SINGAPORE.THE Steamship
"TETARTOS,"
Captain D. W. W. will be despatched for the above
Ports on SATURDAY, the 26th instant, at
4 P.M.
For Freight or Passage, apply to
WING CHEONG & Co.,
Agents,
Hongkong, 21st October, 1895. [1431]NORDEUTSCHER LLOYD.
NOTICE.STEAM TO KOBE (DIRECT).
THE Company's Steamship
"LUEBECK,"
Captain H. H. H. will load here for the above
place, and will have quick despatch.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents,
Hongkong, 21st October, 1895. [1447]THE "JAPAN" LINE OF STEAMSHIPS.
FOR NAGASAKI, KOBE AND YOKOHAMA.THE Steamship
"REPTON,"
Captain G. H. H. will load here about the 24th
instant, will load here for the above places, and
will have quick despatch.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents,
Hongkong, 21st October, 1895. [1448]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.FOR LONDON, VIA SUEZ CANAL.
(With liberty to call at MANILA.)
THE Company's Steamship
"PINGSUEY,"
D. Davies, Commander, will be despatched as
above on or about the 10th proximo.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 21st October, 1895. [1445]CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DUBWIN, QUEENSLAND
PORT, SYDNEY AND MELBOURNE.
THE Steamship
"TAIYUAN,"
R. Nelson, Commander, will be despatched on
TUESDAY, the 12th November, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engine, A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 21st October, 1895. [1450]

Today's

Advertisements.

ZETLAND LODGE,
No. 525, E.C.AN EMERGENCY MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, THIS EVENING, the 21st
instant, at 8.30 for 9 o'clock precisely. Visiting
Brethren are cordially invited.
Hongkong, 21st October, 1895. [1438]THE SPORTSMAN'S
POCKET BOOK.PUBLISHED
AT THE
"HONGKONG TELEGRAPH" OFFICE.

PRICE:—\$1.50 PER COPY.

N.B.—This work is a complete record of the
most recent Hongkong, Shanghai and Coast
Port Race Meetings, and, in addition to a good
deal of other useful information, contains a
revised list of Record Times made on the
Shanghai Course, as well as several pages of
Sporting Memoranda and a useful index.
Hongkong, 19th October, 1895. [1406]

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
SARSAPARILLA.
RASPBERRYADE, &c.DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MENSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1895. [1427]A. S. WATSON & CO.,
LIMITED.VEGETABLE AND FLOWER
SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality
Seeds have arrived, and Orders will be executed
in the sequence in which they are received as
long as the supply lasts.SEED LISTS
with
HINTS FOR GARDENINGhave been issued and can be obtained on
application.Our Seeds are all tested before being put up
in LONDON.They are packed under our own Supervision,
and the greatest care is exercised to insure
protection in transit.Sowings should be made in FINE WEATHER
only and the remainder of the packets secured
from damp, and kept in a dry place for repeat
sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for
use in the Garden generally.It supplies natural nourishment to the soil,
and assists the process of assimilation, thereby
aiding the Plants to attain to their full size,
vigour and beauty.Sold in Tins containing 10 lbs. each.....\$1.75.
25 lbs.\$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"
LAWN MOWERS.The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.ESTABLISHED A.D. 1841.
Hongkong, 19th August, 1895. [1450]

BIRTHS.

At the Adelphi Hotel, Singapore, on the 8th
instant, Mrs. GEORGE HARRISON, of a daughter.
At No. 4, Macaulay Villa, Shanghai, on the
19th instant, the wife of Captain R. L. LINCOLN,
of a daughter.At Kobe, on the 9th October, the wife of
FRANK PENNINGTON BALL, of a son.

DEATHS.

At Shanghai, on the 19th instant, MARY
ANNE DE RAGO, aged 60 years, the beloved wife
of the late Joachim de Rago.At Nagasaki, on the 19th inst. L. LOUISA,
the beloved daughter of J. V. Piccard, aged 6 years.At Nagasaki, on the night of the 19th inst.,
from consumption, M. C. CARLSEN, late of the
U. S. Navy (pensioner), aged 51 years.

MARRIAGE.

On the 10th October, at H.B.M.'s Consulate,
Kobe, by F. W. Playfair, Esq., Pro-Consul, and
afterwards at the Union Church, by the Rev.
Sydney Swann, Chaplain, assisted by the Rev.
C. G. Gardner, MAURICE FRANCIS, daughter of
A. J. McGLEW, Esq., of Kobe, to HENRY ADOLPH,
eldest son of HENRY EDWARD BUEH, Esq., of
Newchwang.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 21, 1895.

REUTERS' MESSAGES.

TURKEY IN ASIA.
LONDON, 18th October.Great excitement prevails in Lebanon owing
to fatal conflicts having occurred between the
Druses and the Maronites (? Maronites). The
latter complain of Turkish injustice.[The Druses are a community of people in Syria
which had long been in a state of perpetual
war against the Maronites. About the beginning
of the 17th century, the caliph and his prophet (a
native of Persia) both met a violent death, and
such of their disciples (the Druses) as adhered to
their tenets, fled for refuge to the mountains of
Lebanon and Antilibanus whence they successively
made war against the crusaders, the sultans of
Aleppo, the Mamelukes and Turkey; they were
eventually subdued by Amrath III. in 1585, who
imposed a regular tribute upon them, appointing an
Amir, or chief, whom he invested with executive
power, and held him responsible for the payment of
the tribute; this organization, however, the Druses
soon turned against the Turks, with whom they
have since been involved in repeated conflicts, with
intermittent success; they still maintain a nominal
independence, occupying about 70 miles of coast
from Sidon to Beirut, and inland to Djabal, Beirut,
or Beirut (which are) before their chief cities.
Their number is estimated at about 150,000.
All the males being trained to arms. Their
language is Arabic. In 1860 they rose against
the Christians, and barbarously destroyed
upwards of 150 towns and villages, and
massacred the inhabitants.]

THE ARMENIAN REFORMS.

It is feared that the Sultan's acceptance of the
Armenian reforms will not settle the question
from an Armenian point of view, as it is likely
to increase the discontent of the Muslim
Liberals.

TELEGRAMS.

THE HUNT FOR THE
BLACK FLAG CHIEF.ANOV, October 21st
4 p.m.Believing the Black Flag Chief to be on board
the *Thales*, which sailed from Taiwan a
couple of days ago, Japanese cruisers stopped
the *Douglas* liner outside Chowshai and
detained her to be thoroughly searched. As
soon as this was known here the *Haitan*, with
the British Consul and Commissioner of Customs
on board, proceeded outside Ping Ching with
the intention to demand the immediate release of
the *Thales*. The latter vessel may arrive here
to-night.THE
KUCHENG MASSACRE.FOOCHOW, October 21st.
5.30 p.m.Fourteen of the prisoners found guilty of
taking part in the massacre were executed to-day
at Kucheng. These included Ming Chian-chek,
the ruffian who attacked Miss Hanford.All the members of the Joint Commission,
with the exception of the Rev. Barnister,
witnessed the executions.Four of the leaders of the attack on the
missionaries will be sent down to Foochow on
Wednesday, from Kucheng, to be executed.(From Japanese Papers.)
THE WAR INDEMNITY.

TOKYO, Oct. 21st.

The first instalment of the war indemnity will
be paid in London on the 8th November (the
date mentioned in the Treaty of Peace), and it is
agreed that the Government will for the time
deposit the money in the Bank of England on
current account.

ANOTHER PLOT.

AKITA, Oct. 10th.

Three persons have been arrested to-day on a
charge of plotting to murder the Governor of
this prefecture by means of explosives.

THE CRISIS IN KOREA.

The *Japan Mail* of the 19th instant contains
the following interesting information respecting
the crisis in Korea:—
The Edict deposing the Korean Queen, already
referred to in our telegraphic columns, runs as
follows:—
"Our reign has already lasted two-and-thirty
years, and yet it grieves us to think that the
country has not been sufficiently benefited under
our sway. Our Queen, of the Min family,
collecting around her throne a large number of
her relations and partisans, has obstructed our
inquiries, robbed the people, caused our
orders, barred official ranks, and practised all
sorts of extortion in the provincial localities.
Bands of lawless robbers roamed in all parts of
the country, and the dynasty was placed in a
perilous situation. That we have not punished
her, though knowing her wickedness, may per-
haps be ascribed to our lack of wisdom, but itis principally owing to the fact that she has
surrounded us with her partisans. In order to
impose restrictions upon the evil, we made a
view of the spirits of our Ancestors in December
last, to the effect that the Queen and all her
ble relations should henceforth be prohibited
from meddling with State affairs. It was our
hope that the Queen would repent of her errors.
But instead of repenting, she continues to favour
her followers and to keep at a distance those of
our own family. She also prevented the
Ministers of State from directly approaching the
throne. She further conspired to cause a
disturbance by falsely making it known that it
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THE ANGLO-AMERICAN ATHLETIC MEETING.

WORLD'S RECORDS GO DOWN.

SECOND HONOURS ALONE FOR THE ENGLISHMEN.

MARVELLOUS FEATS BY WELERS, KILPATRICK, SWENNEY, CHASE AND OTHERS.

NEW YORK, September 21st.

Under a blinding blizzard of rain, the Englishmen, and almost in the shadow of the historical Jumel mansion, once George Washington's military headquarters, the very first of Great Britain's amateur athletes went down before the cream of American brown and muscle. It was a defeat so complete in every way and so crushing as to smother the athletic world and make the British visitors stand aghast with mortification and wonder.

The 15,000 spectators who gathered within the enclosure, thronging the stands and filling the bleachers as well as every point of vantage, were kept in a continual ferment of excitement, which was only relieved at times by wild outbursts of enthusiasm.

Out of the eleven events on the programme the Englishmen did not succeed in winning one, and as a result of their long trip across the ocean they left with but five silver medals, given second men. These were the only prizes they won, the Americans sweeping the balance of the card.

The occasion was the "athletic meeting arranged almost a year ago between the New York and London clubs, the leading amateur organizations of the world. The feeling became so strong on both sides after its arrangement that the affair quickly turned into the international all America, all England contest, the Londoners taking the initiative. In making it such by carrying Ireland and Scotland as well as England for suitable material to send over. The New Yorkers took the same action and gathered all the American amateur champions in the team.

Three world's records were smashed to-day, one was tied, and by an unanimous vote America's premier hurdler was robbed of a new record. C. J. Kilpatrick ran a half mile in 1:52.2—faster by one second than any man ever covered it before.

Michael Sweeney, the greatest high jumper the world has ever seen, cleared a bar placed 6 feet 5½ inches above the ground, and Bernard J. Wefers, the phenomenal young New Englander, who will some day be a minister of the gospel, ran 200 yards in 3:35, clipping a fifth of a second off the best previous figures. Wefers also tied the world's amateur record for 100 yards, going the distance fairly and squarely in 1:09.4-5.

Cyrus Chase ran over the 120-yard hurdle course in 0:15.2-5—a fifth of a second faster than was ever before accomplished. To the disgust of everybody, however, Chase tipped over his first hurdle, and as the laws which govern records require that every hurdle be standing when the finish is made, Chase's remarkable performance is invalidated.

A more remarkable meeting and one so prolific of sensational results was never before known. It is extremely doubtful if the future history of amateur athletics will ever show another day to approach it. It may be years before another meeting of its character will even be attempted, despite the talk of the New York Athletic Club sending a team to England next year.

DETAILS.

In the 880-yard run, with which the games began, Kilpatrick and Lyons were selected to meet Moran and Lewis, the English representatives. After a beautiful race Kilpatrick won by ten yards. When the numbers went up and the time was announced, beating the world's record by a second, the crowd cheered wildly and argued that this was a good omen for the success of the American team.

The 100-yard dash was the second event, Bradley, the English champion, and Stevenson representing England, while John V. Crum of Iowa and B. J. Wefers of Lowell, Mass., represented the American team.

When the pistol shot rang out, Wefers was seen to be in front, Bradley second, Crum third and Stevenson fourth. There was no change throughout the race, Wefers maintaining his lead to the very finish. He won by a second, about twelve inches ahead of Crum. When the time 9.45 seconds was announced, the audience got to cheering again, for the world's record had been equalled.

The running high jump then interested the onlookers, and while the Englishmen confessed that they could not come anywhere near Sweeney, the latter had a bit of surprise up his sleeve. Balazsi, the young Hungarian, was selected as a strong rival to the champion, while Williams, of the Edinburgh University and Johnston of Cambridge, were picked as last men. All but Sweeney soon fell at as the bar was raised. It was placed at 6 feet 5½ inches in order to give Sweeney a chance to break his own world's record of 6 feet 5½ inches.

With a superhuman effort he made the jump and cleared the bar with great applause. Thus he established a new record of 6 feet 5½ inches, which was increased to 6 feet 5½ inches when the height was remeasured at the request of the bystanders. Balazsi was awarded the second place.

In the mile run, with Connell and Orton of the New York Athletic Club and William Lyons, the only representative of the London Athletic Club, the Englishmen fell out and lay on the ground for 150 yards from the tape. Connell finished first in 13:1-5.

The 220-yard brought together Jordan and Downer of England and Wefers and Crum of the New York Athletic Club. Wefers won by fully three yards from Crum, who was about one yard ahead of Jordan. Again a world's record had been broken, as the time was 0:23.3-5.

In the hurdles, Captain Geoffrey Shaw and Oakley were against Chase and Cady. Chase managed to beat out the English captain by about two feet with Oakley three yards back. Once more a world's record was lowered, as the time, 0:15.2-5, beat Chase's world's record by a fifth of a second.

The prettiest race of the day was the quarter-mile run. Fitzherbert, the Cambridge University man, whose record of 0:24.3-5 was surpassed by Gilbert Jordan, represented England, while Burke and Sands did battle for America. About 100 yards from home Jordan took the lead. The Boston boy, Burke, finally caught his man a yard from the tape and won by a couple of inches in a great effort. Sands was a good third. The time was 0:24.3-5 which was only half a second behind the world's record.

In the field events the Americans had a walk-over. Gray winning the putting of the sixteen-pound shot. Mitchell won the hammer contest with a throw of 137.1-5 feet, and Rob'ts, the only English competitor, was away off, he having hit fouls in his six attempts.

In the broad jump, Billis and Sheldon made 22 feet 6 inches and 21 feet 11 inches respectively, beating the English representatives.

In the three-mile run Moran and Williams, Englishmen, ran against Connell and Kilpatrick. At the beginning of the third mile Moran led Connell by a yard, but was showing signs of distress. Connell went past him at the clubhouse and Moran quit. Connell increased his lead to a hundred yards, and starting in the homestretch, beat the Englishman by 150 yards in 18:1-5.

This ended the day's sport, which proved so disastrous to the English visitors. The Englishmen have no reason to complain, however, as the crowd was most impartial. Every effort of the Britishers was well applauded.

COMMENTS OF THE BRITISH PRESS.

LONDON, September 21st.

In commenting upon the contest in New York on Saturday between the teams of the London and New York Athletic Clubs the *Standard* says:—It is impossible to conceive of anything more disastrous than the experience of the English athletes. It would be preposterous to attempt to explain away such a defeat. Even if all our best men had been present and in the finest condition they would have stood little chance against opponents who showed such unquestionable superiority. The Americans probably have the finest team of athletes that the world has ever seen. Any true sportsman will not begrudge them the unqualified praise to which they are justly entitled.

The *Daily News* says:—It is a comfort to feel that one has been beaten fairly. The victory of the New York club was no chance victory. The more we know of these contests the better. Who knows that Bunker Hill may not be wiped out by this high jump.

The *Daily Telegraph* comments as follows:—The New Yorkers won on their merits, without a shadow of doubt, but the London Athletic Club may justly feel that in this instance their reputation was hazarded in a highly unsatisfactory manner, owing to the absence of some of their best men.

The *Chronicle* says:—The unequal conditions, owing to the climate, is the only consolation that can be extracted. The English is certainly without a parallel in the history of international sport.

THE MAHOMMEDAN REBELLION.

REPORTED FALL OF LANCHOU.

PEKING, October 13th.

Several urgent telegrams have been received from Kansu this morning, and there is a report now here that Lanchow, the provincial capital of Kansu, has succumbed to the attacks of the Mahomedan rebels, and that Yang Chang-chin, Viceroy of Shen-Kan, whose seat is at Lanchow, has committed suicide in order to escape indignity at the hands of the captors.

Another report is that Lanchow having fallen into the rebels' hands, the Viceroy Yang with a body of cavalry succeeded in cutting his way through the rebels, and is now with General Lei Chih-tsun whose face of 3000 men is also in danger of being surrounded to the north of Lanchow. General Tung, the Kansu Commander-in-Chief, is still about 100 miles to the south-east of Lanchow. The Emperor, upon receipt of these telegrams, issued two secret decrees immediately afterwards, ordering General Tung to hasten to meet the rebels and fight a decisive battle with them.

Four decrees were also sent to the Governor of Shensi, Shaanxi, Honan, and Shantung to send a reliable force to reinforce General Tung. This General has reported in a secret memorial that he is surrounded on all sides by traitors and does not dare to make a general forward movement for fear of wholesale desertions in the face of the enemy. General Tung's troops are nine-tenths natives of Kansu and it is feared that they will refuse to fight their friends and kinsmen. Secret society men from Central China are also reported to have joined the Mahomedan army, so that the rebellion is purely a civil war having its origin in religious fanaticism. The situation is considered so serious that it is proposed to send off a large body of the Peking Field Force, and to call in the Tartar troops of Kirin and Hellingiang and send them by way of Mongolia to the aid of General Tung.

NEWS BY THE AMERICAN MAIL.

The Pacific Mail S. S. Co.'s steamer *City of Rio de Janeiro*, Capt. J. F. Smith, from San Francisco via Yokohama and Nagasaki, with mails up to 24th September, arrived in port this morning. From our San Francisco exchanges we take the following telegrams:—

NEW YORK, N. Y., September 15th.

As the dismantling of the *Valmy* goes on the possibilities of another *Defender-Valmy* race grows less. No hope that there will be one. It is estimated that the *Defender* will be one of twelve minutes ahead of *Crum*. When the time 9.45 seconds was announced, the audience got to cheering again, for the world's record had been equalled.

The running high jump then interested the onlookers, and while the Englishmen confessed that they could not come anywhere near Sweeney, the latter had a bit of surprise up his sleeve. Balazsi, the young Hungarian, was selected as a strong rival to the champion, while Williams, of the Edinburgh University and Johnston of Cambridge, were picked as last men. All but Sweeney soon fell at as the bar was raised. It was placed at 6 feet 5½ inches in order to give Sweeney a chance to break his own world's record of 6 feet 5½ inches.

With a superhuman effort he made the jump and cleared the bar with great applause. Thus he established a new record of 6 feet 5½ inches, which was increased to 6 feet 5½ inches when the height was remeasured at the request of the bystanders. Balazsi was awarded the second place.

In the mile run, with Connell and Orton of the New York Athletic Club and William Lyons, the only representative of the London Athletic Club, the Englishmen fell out and lay on the ground for 150 yards from the tape. Connell finished first in 13:1-5.

The 220-yard brought together Jordan and Downer of England and Wefers and Crum of the New York Athletic Club. Wefers won by fully three yards from Crum, who was about one yard ahead of Jordan. Again a world's record had been broken, as the time was 0:23.3-5.

In the hurdles, Captain Geoffrey Shaw and Oakley were against Chase and Cady. Chase managed to beat out the English captain by about two feet with Oakley three yards back. Once more a world's record was lowered, as the time, 0:15.2-5, beat Chase's world's record by a fifth of a second.

The prettiest race of the day was the quarter-mile run. Fitzherbert, the Cambridge University man, whose record of 0:24.3-5 was surpassed by Gilbert Jordan, represented England, while Burke and Sands did battle for America. About 100 yards from home Jordan took the lead. The Boston boy, Burke, finally caught his man a yard from the tape and won by a couple of inches in a great effort. Sands was a good third. The time was 0:24.3-5 which was only half a second behind the world's record.

In the field events the Americans had a walk-over. Gray winning the putting of the sixteen-pound shot. Mitchell won the hammer contest with a throw of 137.1-5 feet, and Rob'ts, the only English competitor, was away off, he having hit fouls in his six attempts.

In the broad jump, Billis and Sheldon made 22 feet 6 inches and 21 feet 11 inches respectively, beating the English representatives.

In the three-mile run Moran and Williams, Englishmen, ran against Connell and Kilpatrick. At the beginning of the third mile Moran led Connell by a yard, but was showing signs of distress. Connell went past him at the clubhouse and Moran quit. Connell increased his lead to a hundred yards, and starting in the homestretch, beat the Englishman by 150 yards in 18:1-5.

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reply to his (Donraven's) letter to the committee dated September 11th.

Your first question, as to whether your complaint of the steamer was justifiable or not? The steamer undoubtedly interfered with the *Valmy*, and *Defender* as well, and there is no reason why you should not have complained of such interference. But we do not desire to draw conclusions, therefore, that the committee, having admittedly done all in their power, were bound to give relief to the steamer race sailed. You fully know the facts in the case of New York & New York, and only a year ago suggest a change of locality. We declined at that time.

There was a lot of evidence at the start of Thursday that the course as well as the start would be kept clear. It seems that the question before you is not whether your complaint was justifiable or not, but whether your action in withdrawing from the contest on the grounds of your complaint was justifiable. As to your suggestion that the committee might have ordered Tuesday's race to be held, we reply that we must decline to discuss the action of a fellow-committee. In conclusion we would express our profound regret and regrets that a friendly contest in a noble sport between two great nations should have degenerated into a war of words.

We have, therefore, to return your letter to the committee.

JAMES D. SWENNEY, Chairman.

A. C. CAMPBELL, Secretary.

JAMES D. SWENNEY, Chairman.

TACOMA, WASH., September 19th.

W. B. Allen, president of the Bank of Tacoma, which failed two weeks ago with \$140,000 cash in its vaults has been used by the receiver of the bank for \$70,000 on a note representing 700 shares of stock. The Tacoma Trust and Savings Bank consolidated a year ago with the Bank of Tacoma, the note being then the only asset of the latter bank and on which the capital stock of two banks was raised from \$100,000 to \$200,000.

VANCOUVER, B.C., September 19th.

The *Empress of China* sailed yesterday for Japan. The Japanese Consul says that most of these men had a hard struggle last winter, and anticipating a similar experience this coming season deemed it prudent to leave for home "while the sun shined." Mr. Nossie also states that no Japanese abuses have occurred here during the last three months, that a large number of these working here during the summer months have gone to the American side, and that at present there are less than 400 in this province.

THE CHINA COASTING CRAFTS.

(Communicated.)

The important act of selecting a referee for the Corbett-Fitzsimmons fight, which it was proposed to settle this morning, has been postponed until the very hour before the battle. Joe Vendig, acting for the Florida Athletic Club, and Martin Sullivan, the manager for Fitzsimmons, met in the office of a New York sporting paper this morning and decided to let the selection of a referee go until October 31st, when the principals, managers and all others interested would be in Dallas.

From the lists submitted each side will agree upon the man who will decide on all the questions that may arise. Each side, according to the understanding this morning, will submit to the other the names of four men, or more, if necessary, from which to make a selection. There was no one at the meeting this morning who represented Corbett. The champion had been asked to be on hand or send a representative. He wired back that only Brady, his manager, could act for him in a matter of such importance. Brady is in Boston and could not get here to-day. He asked that the meeting be postponed until to-morrow morning.

Julian said that any date for a meeting was agreeable to him, and then added that Fitzsimmons would be content to select his opponent so long before the fight, unless Yank Sullivan was mutually agreed upon as the one to hold that position. Julian said that Corbett had announced that Yank Sullivan would be agreeable to him in the capacity of referee, and the manager of Fitzsimmons added Sullivan was perfectly agreeable to them. He was perfectly willing to agree on Sullivan at the moment, but beyond Sullivan they would decide on no one until the day before the fight.

Subsequently it was decided to hold another meeting to-morrow, as Fitzsimmons and his manager are firm in their decision not to select a referee until just before the fight. The meeting will result in nothing unless Yank Sullivan be chosen.

[A couple of days later the question of referee was finally settled and Fitz left for Texas at once.]

LONDON, September 21st.

It now transpires that Geoffrey Perkins, who long figured in the English papers as an American journalist and lawyer, and whose career was interrupted this week by a sentence of ten years' imprisonment for swindling, was born in Kent, England. A few years ago Perkins became prominent in the smoking-rooms of the big hotels. Since then he has attempted to make a name for himself as a writer of very well-known American who has come to London. His career as a blackmailer was remarkable, his victims representing all ranks of society from ex-Governor Perkins of California was his uncle. Among his achievements was getting the possession of the title deeds to a farm in California from his owner, John Thompson, last year. This case attracted much attention at the time.

THE SZECHUAN OUTRAGES.

ANOTHER IMPERIAL DECREE.

The Emperor of China has issued an edict, dated the 14th instant, in response to a joint memorial by Li Chih-an, Viceroy of Szechuan, and Kung Shun, Tartar-General of Chingtu, reporting what had been done by them in obedience to the Imperial commands in connection with their investigations into the riots in Chingtu and other cities last May, and recommending certain penalties to the guilty officials who failed to afford the necessary protection to the victims of the riots. The present decree only mentions six rioters as having been executed, and does not contain the names of the published in these columns recently stated that nine had been executed. The time allowed, according to official schedule, for a despatch travelling by Imperial Courier Post to get to Peking from Chingtu is twenty-five days, or so. About a month ago the *N. C. Daily News* published a previous despatch from Chingtu announcing a number of executions said to have been made in connection with the Chingtu riots. Comparing the dates our Shanghai contemporary is inclined to think that the present decree, as far as regards the executions, is in answer to a memorial by the Szechuan Viceroy reporting the decapitations of a month ago and that the nine executions noted a few days ago were connected with punishments meted out to rioters of other cities apart from Chingtu. It will, says the Shanghai paper, be interesting to learn what Chingtu despatch contained the remark that these executions had been ordered by the officials "for reasons best known to themselves," hence it is fair to conjecture that the purposes and aim of the provincial high authorities of Chingtu in ordering the executions in question came rather as a surprise to the people at large and were not understood by them under the circumstances. We give here the *N. C. Daily News* translation of the decree above referred to:—

We have already, in a previous edict, most severely punished the former Viceroy of Szechuan, Liu Ping-chang, for his culpable failure in having been unable to prevent the constant and repeated destruction of missionary chapels in the province of Szechuan. We are now in receipt of a joint report from Kung Shun, the Tartar-General of Chingtu, and Li Chih-an, Viceroy of Szechuan, announcing the result of a strict investigation by them into the riots referred to, in consequence of which they were able to arrest Wang Jui-feng and twenty-two others who were proved to have been connected with the

said riots, either as ringleaders or followers. Of this lot six were ordered to be summarily executed, while the remaining seventeen have been either sentenced to banishment, the cage, or beaten by the bamboo—measures which are considered sufficient to vindicate the majesty of the law and to prevent similar riots in the future.

Li Chih-an, who is acting as sub-prefect of Kungchow, Shen Kiang, acting district magistrate of Minninghien, and Ping, district magistrate of Hsinninghien, and Fan Wan-hsin, District Magistrate of Chibai, who have already been successively denounced and removed from office for having been culpably negligent of their duties during the said riots, we further command that Chou Ching-shan, an ex-expectant Tsoai and Commissioner of P. H. of Chingtu (*Pao-chiao-chu*), be forthwith removed from office and turned over to the Boards for the determination of a penalty. And let the following civil and military officials be also handed to the Boards for penalties, namely, Chou Ching-shan, acting prefect of Chingtu, Huang Tiao-jung, district magistrate of Huayangshien and acting magistrate of Chingtu-shien (both magistrates being in Chingtu city). Hsiang Tui, Lieutenant-Colonel commanding the Chingtu garrison, Feng Tsun-shen, district magistrate of Lo-shan-shien, and Huang Ching-shieh, Lieutenant-Colonel commanding the Lo-shan-shien garrison. As missionary chapels of various nationalities scattered over the whole province of Szechuan it is really incumbent upon Li Chih-an and his colleagues to impress upon their subordinates the absolute necessity of giving thorough protection to the above-named establishments, nor shall they allow similar outrages to happen again in the future. The said Viceroy and his colleagues are also commanded to instruct their subordinates to be particularly vigilant in exercising their subjects to live on terms of harmony with the natives, with the native Christians and in doing so to repress to the people the dangers awaiting them in case of their getting up disturbances against the Throne to procure peace throughout the land.

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MERCANTILE MARINE AFFAIRS.

(Communicated.)

About a fortnight ago we received a copy of the *London and China Express* of the 6th September containing an editorial note in which grave charges are made, briefly, against members of crews of British steamers engaged in the China coasting trade. A week later we received a copy of the *United Service Gazette* of the 7th September which contains a very similar article headed:—

THE CHINA COASTING CRAFTS.

(Communicated.)

The latter reads as follows:—

"When merchant officers navigating the China seas combined to resist the working of cargoes on Sundays, then generally prevalent in Hongkong, public opinion strongly favoured their efforts. Sailors of all creeds sympathized with them. The Press took up their cause. Lord Knutsford, the Secretary of State for the Colonies, was enabled, at the instance of the Mission to Szechuan, to override the objections of local China traders and to get the Sunday Cargoworking Ordinance passed. This ordinance does much to secure to the Mercantile Marine a weekly day of rest when in Hongkong Harbour. More requires to be done in that respect, as sailors shall be as free from unnecessary Sunday cargo work in Hongkong as they are in Australian harbours or in the United Kingdom. It will, however, greatly enhance the difficulty of achieving this justice, if an important scion of officers navigating the China seas show themselves unworthy of public sympathy and consideration by failing to maintain the high national character attaching to the British flag."

"British steamers in the China seas may be held to be represented in three classes of ships: His Majesty's ships, the home and foreign trade, and the China coasting trade. The country may well be proud to be represented in these three classes of ships. The crews of merchant ships in the home and foreign trade differ in character very widely from one another: some of them are well commanded, well disciplined, a credit to the country, and in the symbol of the united Kingdom; others are badly commanded, and the British flag is not an emblem of religious worship on board, or of Christian influence amongst the heathen, or of the contentment of the crews sailing beneath its cross."

"The China coasting steamers remain in China and Japan waters without returning to England. Though commanded and officered by Europeans, they are largely manned by Asiatics, who are naturally set on board with them as the most objectionable heathen customs. The moral atmosphere of the narrow forcastles is not likely to be purified by heathenish habits. And the mixed character of their crews is frequently adduced by the European captains and officers as a reason for discontinuing the ancient custom of the sea, of united worship, even for the Christians on board."

"For a long time rumours have been afloat that those officers who have no wish to be washed on board were not themselves free from the moral contamination of their surroundings. Details, unfit for publication, have reached home, showing that, in various ports named, unwholesome immoralities take place on board certain China coasting steamers in broad daylight, which officers of other merchant ships justly regard as an outrage on the decency of the sea."

"The Mercantile Marine. The officers of the Royal Naval Reserve are, just as much as those of the Queen's Service, shocked that the sun should shine on such shameful deeds as are openly done on the decks of ships by British officers."

"It is believed that shipowners and merchants will not tolerate on board their ships such moral degradation in connection with British trade when this open profligacy is brought to their knowledge. At present, the names of the ships are withheld in the hope that a general intimation will suffice to recall their captains and officers to their duty to their families, to their honourable professions, to their country's flag, and to their Christian faith, without subjecting them to the pain and loss which might follow more precise publicity. If, however, the Mercantile Marine Association of Hongkong would take up the subject of brutal acts in the China seas, and deal with it as temperately and judiciously as they did the matter of Sunday rest from cargo work, they would doubtless quietly shame their debased comrades into decency. Otherwise the Chamber of Commerce at Hongkong might do with a stronger hand. Either of them would thus save our nation honour and the disgrace attaching not only to the act, but also to the further publicity which might become necessary."

"We understand the local British Mercantile Marine Officers' Association has taken the grave questions involved in the *United Service Gazette's* serious charges into consideration, and is taking action which in due course will be made public."

THE O. & O. LINER "BELGIC."

NOT MUCH DAMAGED AFTER ALL.

From all accounts, says the *Japan Mail*, the O. & O. Co.'s Frisco liner *Belgic* does not seem to be so badly damaged as one would imagine considering the heavy seas that have prevailed at times during her stay on Sono-saki beach. It is thought that only a few temporary repairs will be necessary to enable her to proceed to Hongkong for a thorough overhaul.

The *Belgic* was assisted off the beach by the backwash of the N.E. gale of Wednesday, which began to make itself appreciably felt by about three o'clock on Thursday morning. At five o'clock work was commenced on the winches and continued for about three hours. At noon the big vessel began to move rapidly, and at 1.40 she had floated off. The high seas which prevailed buffeted the ship about very badly, and time and again the people on the deck were thrown on their hands and knees. Nearly all the wire hawsers, chains, anchors, and cables which had been laid out around her had to be abandoned, and her recovery must be delayed until a favourable opportunity occurs in the near future.

ANOTHER ACCOUNT.

The O. & O. steamer *Belgic* came off the beach at Sono

Intimations.

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER
Always on Hand. L. MALLORY.
HONGKONG, 24th June, 1895. 516

SIEN TING,
SURGEON DENTIST.
No. 10, PAGULAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 17th September, 1895. 1318

DENTISTRY.
FIRST-CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist.
(Formerly attached to the R.M.S. and latterly
assistant to Dr. Rogers).
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 17th July, 1895. 114

SHIPPING.
HARMONIES for CHURCHES, DRAWING
ROOMS, SHEDS, &c.
FROM 24 UPWARDS.
Illustrated Catalogues sent free on demand.
JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"HORENZOLLERN."
Captain P. Wetlin, will leave for the above Ports
on or about WEDNESDAY, the 23rd instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th October, 1895. 1391

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship

"PRINZ HEINRICH."
Captain W. Schmolder, due here with the out-
ward German Mail about the 1st instant, will
leave for the above place about THURSDAY,
the 25th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th October, 1895. 1391

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR TIENTSIN.

THE Steamship
"KWEIYANG."
Captain Dawson, will be despatched on
FRIDAY, the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1895. 1399

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR."
Captain Crail, will be despatched for the above
Ports on SATURDAY, the 26th instant, at
4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are on board.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 18th October, 1895. 1401

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTUI."
R. Jones, Commander, will be despatched on
WEDNESDAY, the 30th instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1895. 1445

FOR DELAGOA-BAY AND NATAL.
(Taking Cargo at through rates for EAST
LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Steamship

"YANARIVA."
Captain Weston, will leave for the above Ports
about the 10th November.
For Freight, apply to
GILMAN & Co.,
Agents.
Hongkong, 18th October, 1895. 1405

Intimations.

IMITATED BUT NOT EQUALLED!

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS
ARISING FROM DEPRESSED VITALITY.

For FATIGUE of MIND and BODY, and SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS & CO.,

PROPRIETORS,
APOTHECARIES' HALL, 66, Queen's Road Central.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR VLADIVOSTOK, VIA SHANGHAI,
CHEFOO AND NAGASAKI.
(Taking Cargo at through rates to KOREAN
PORTS).
THE Company's Steamship

"SAGAMI MARU."
Captain M. Cornow, will be despatched as above
TO-MORROW, the 22nd instant, at Daylight.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 21st October, 1895. 1426

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"NAMOA."
Captain Hall, will be despatched for the above
Ports TO-MORROW, the 22nd instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 21st October, 1895. 1438

FOR SHANGHAI.

THE Steamship
"NANYANG."
Captain F. Schulz, will be despatched for the
above Port TO-MORROW, the 22nd instant, at
4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, 19th October, 1895. 1439

OCEAN STEAMSHIP COMPANY.

FOR SAIGON.

THE Steamship
"DEVONHURST."
Captain Reese, will be despatched TO-
MORROW, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1895. 1427

FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Steamship

"CROMARTY."
Captain Ward, will be despatched as above on
WEDNESDAY, the 23rd instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th October, 1895. 1443

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"DARDANUS."
Captain Gregory, will be despatched as above
on THURSDAY, the 24th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1895. 1394

FOR KOBE AND YOKOHAMA.

THE Steamship

"BENGLOE."
Captain Thompson, will be despatched on
THURSDAY, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1895. 1444

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"BENLARIO."
Captain Wallace, will be despatched as above
on or about 25th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th October, 1895. 1440

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENEARN."
Captain Murray, will be despatched as above
on TUESDAY, the 25th instant, at 4 P.M.
Instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th October, 1895. 1348

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"PRIAM."
Captain C. Jackson, will be despatched as above
on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1895. 1448

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT PHILIP."
Captain Grey, R.N.R., will be despatched for the
above Port on or about TUESDAY, the 25th
instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th October, 1895. 1371

Shipping.

STEAMERS.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"CHELYDRA."
Captain R. Cass, will be despatched as above
TO-MORROW, the 22nd instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th October, 1895. 1420

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR SHANGHAI (DIRECT).

(Taking Cargo and Passengers at through rates
for CHEFOO, TIENTSIN, NEWCHANG,
HANKOW and PORTS on the YAMOTSEK).
THE Company's Steamship

"TAISANG."
Captain S. Wilde, will be despatched as above
TO-MORROW, the 22nd instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th October, 1895. 1442

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 A.L.I. American Ship
"SAINT JAMES."
Clifford, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 20th September, 1895. 1281

FOR NEW YORK.

THE 100 A. I. British 4-masted Bark
"MATTERHORN."
John Williams, Master, is now loading here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 8th October, 1895. 1387

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLAWERS,"
FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th instant, will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 25th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 3 P.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1895. 1440

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA
KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from the Godowns.
Cargo remaining in the Godowns after the 25th
instant will be landed and stored at Consignees' risk and
expense.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th October, 1895. 14

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**

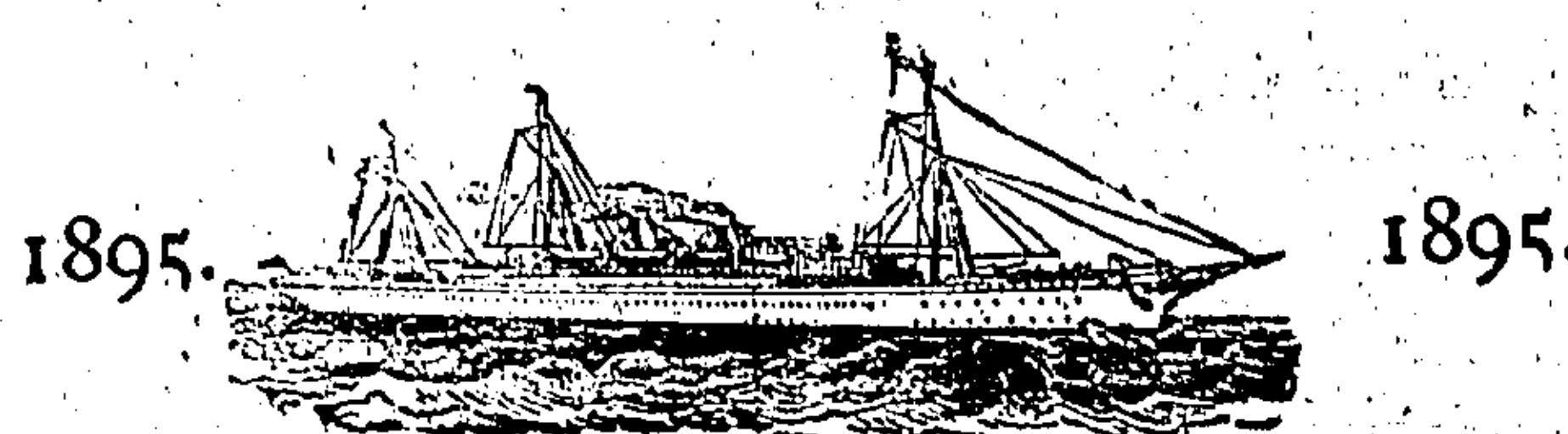
NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,
PENANG AND SINGAPORE.

THE Company's Steamship

"OANPA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk, into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Ltd., whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriter before
Noon on the 21st instant, or they will not be
recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns where they will be
examined on the 21st instant, at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant will be subject to rent.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 15th October, 1895. 1412

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 20 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street, 13

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Tuesday, 13th Nov., at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Saturday, 7th Dec., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Thursday, 26th Dec., at Noon.

THE Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA on TUESDAY, the 13th November,
at Noon. Connection being made at Yokohama
with Steamers from Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 17th October 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 14th March 1895.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
EASTERN CHINA of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to Europe may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special Rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	.....	2,449	Tuesday	.....	Oct. 29.
Strathmore	.....	3,571	Tuesday	.....	Nov. 19.
Victoria	.....	3,157	Tuesday	.....	Dec. 10.
Hankow	.....	3,504	Tuesday	.....	Dec. 31.
Tacoma	.....	3,549	Tuesday	.....	Jan. 21.
Victoria	.....	3,157	Tuesday	.....	Feb. 21.

*No Passengers carried by this sailing.

THE Steamship

"TACOMA."
Captain R. Crawford, sailing at Noon, on
TUESDAY, the 25th October, will proceed to
VICTORIA, B.C., and TACOMA, (Wash.), via
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.
For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 9th October, 1895. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTINE,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich	.....	Monday	.....	11th Nov.
Prinzess	.....	Monday	.....	19th Dec.
Sachsen	.....	Monday	.....	16th Jan.
Gera	.....	Monday	.....	13rd Feb.

ON MONDAY, the 11th day of November,
1895, at 3 P.M., the Company's Steamship
"PRINZ HEINRICH" Captain W. Schmolder,
with MAILED PASSENGERS, SPECIE and
CARGO, will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 9th Nov. Cargo and Specie
will